

US PATENT & TRADEMARK OFFICE



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DESIGN

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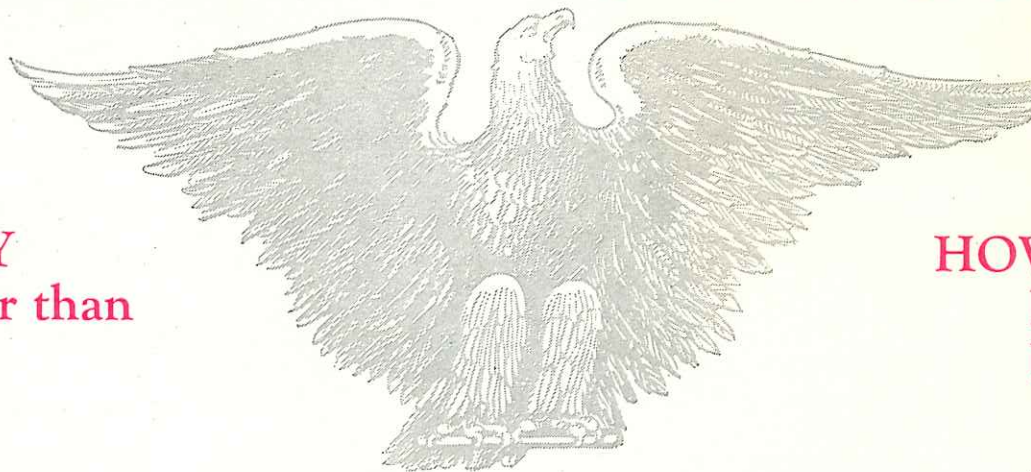


The EAGLE
WAGON
WORKS
AUBURN.
New York

THE EAGLE
JANUARY 1894
OCT. 15, 1894

WAGON WORKS
NEW YORK
APRIL 20, 1894
APRIL 18, 1894

The **EAGLE WAGON WORKS**



QUALITY
Rather than
Price

HOW GOOD
Rather than
How Cheap

AUBURN, NEW YORK, U. S. A.



IN ITS LINE OF PRODUCT THIS IS ONE OF THE MOST COMPLETE FACTORIES IN THE UNITED STATES

TS 2033. E 11



A Very Short Introduction—

WE have no long story on our introduction page-- Simply the Eagle Dump Wagon has been on the market more than 20 years.

It has no equal for quality, durability and practicability.

Good material,
Splendid construction.

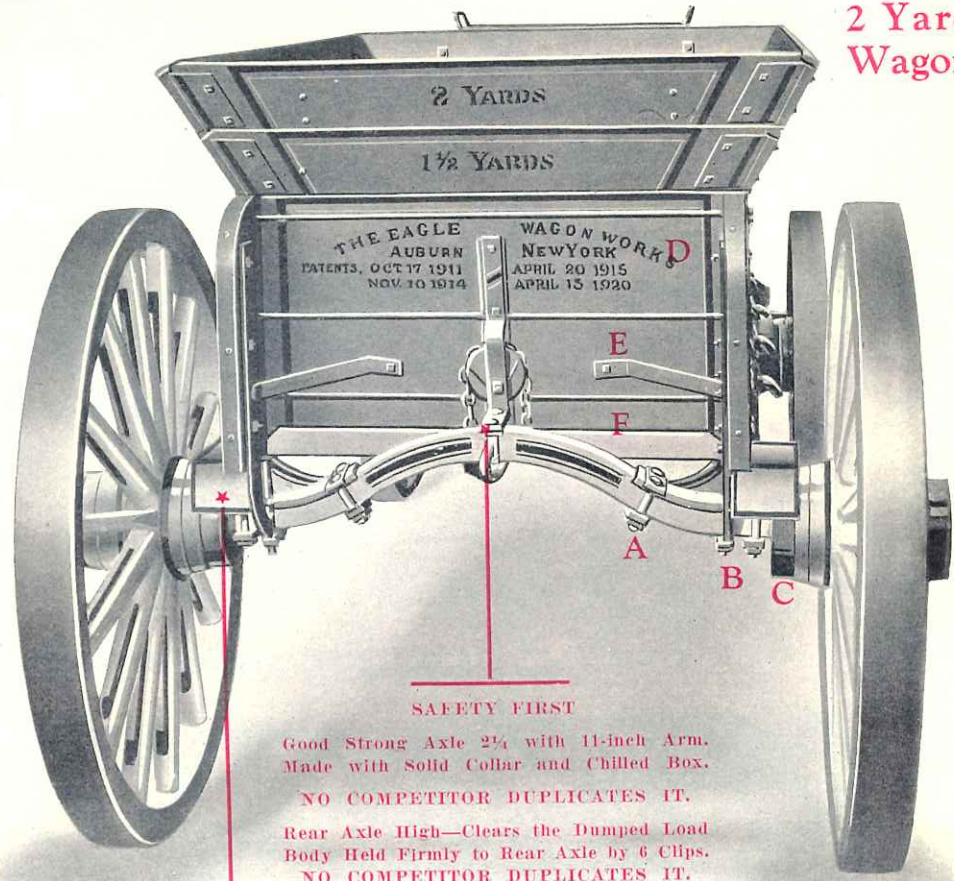
Superior devices for
Wear and Work.

We are brief---so read every
word.



Eagle Wagon Works
Auburn, N. Y.

A
2 Yard
Wagon



SAFETY FIRST

Good Strong Axle 2 1/4 with 11-inch Arm.
Made with Solid Collar and Chilled Box.
NO COMPETITOR DUPLICATES IT.
Rear Axle High—Clears the Dumped Load
Body Held Firmly to Rear Axle by 6 Clips.
NO COMPETITOR DUPLICATES IT.
BODY CAN'T SHIFT ON AXLE.

Large Sand Guards Front and Rear Keeps Sand and Grit
Out of Wheel Bearings



The Picture on the Opposite Page Should Tell a Big Story to the Contractor or Any User of Dump Wagons

FIRST—The high arched rear axle that clears the load all of 5 inches above what a straight axle would clear. This **extra 5 inches**, on a soft dumping ground is just what the team needs most to pull out easy.

SECOND—The axle is not only arched up 5 extra inches, but it is of **extra size** $2\frac{1}{4}$ inches square, and this holds the axle in proper shape clear to the end of the axle box, and this feature with the 11-inch arm in the wheels guarantees an especially easy draft.

THIRD—The axle brackets fit in between the curve and the solid collar of the axle and are held there firmly with the three axle clips at A, B, C. The body never, **no never**, shifts on the axle.

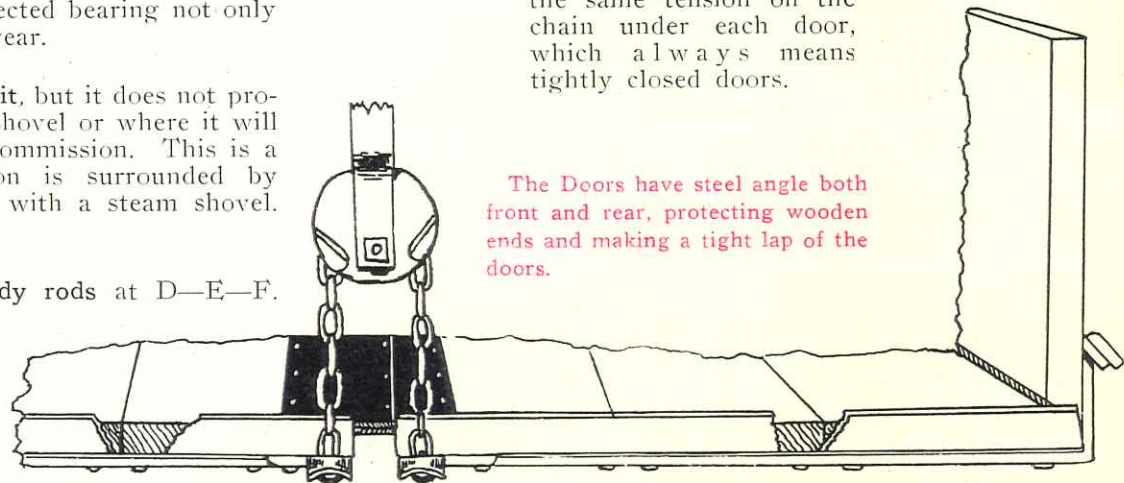
FOURTH—The large sand guards. They keep sand and dirt from falling and sifting into the bearing of the wheels, and a properly protected bearing not only means easy draft, but long wear.

FIFTH—This wagon has a brake on it, but it does not project out in the way of the shovel or where it will get knocked off or out of commission. This is a big feature when a wagon is surrounded by shovelers, or is being used with a steam shovel. (See the brake on page 6).

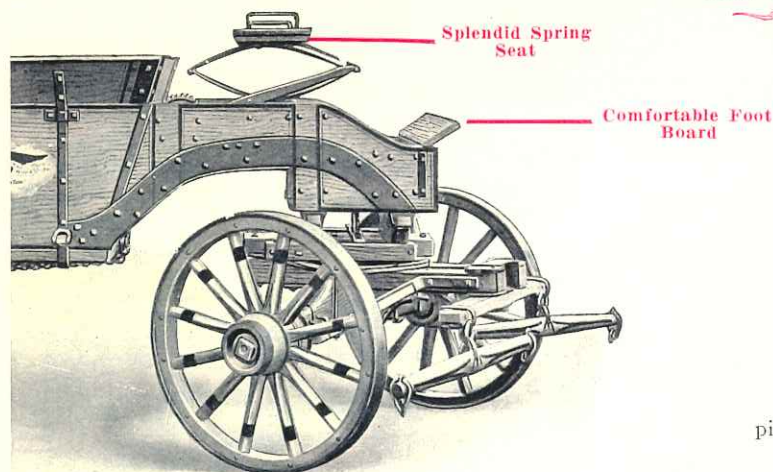
SIXTH—The picture shows the body rods at D—E—F. These run along the end boards from side to side, both front and rear, eight rods all told, holding the body firmly together. It never spreads.

SEVENTH—The steel corner irons, on the top boards or flare boards. They not only hold these boards securely, but they protect them against every obstacle liable to hit them.

LASTLY—The patent Equalizer, over which the door chain passes cost \$5,000 and we have passed it on to the users of the Eagle Wagons without extra charge. This device makes possible the bringing up of one door ahead of the other, it matters not which door, and then the other door is brought into place and the **Equalizer** puts the same tension on the chain under each door, which **always** means tightly closed doors.



The Doors have steel angle both front and rear, protecting wooden ends and making a tight lap of the doors.



The Picture Below

shows the Angle Iron measuring $2\frac{1}{2} \times 2 \times \frac{1}{4}$. This is in the inside of the neck arch and with the 4-inch angle on the outside and the strong angle under, means steel on the Outside, Inside and Underside, bolted through and through to the bone dry, selected, hardwood between. These three, combined with the wrought braces, make a dump wagon neck that never breaks and seldom sags.

The Dump device is fool proof. It never slips nor dumps accidentally, yet it operates easily.

Few parts needed to replace wear. It Locks Easily to prevent accidental dumping.

One winding lever closes two doors that lap in the center and are always tight, never leaving the load along the road.

Note the angle irons on the ends of the doors. They prevent the chipping off of the wood, which always makes a leaky door.

Also note the body rods that hold the sides of the wagon firmly together.

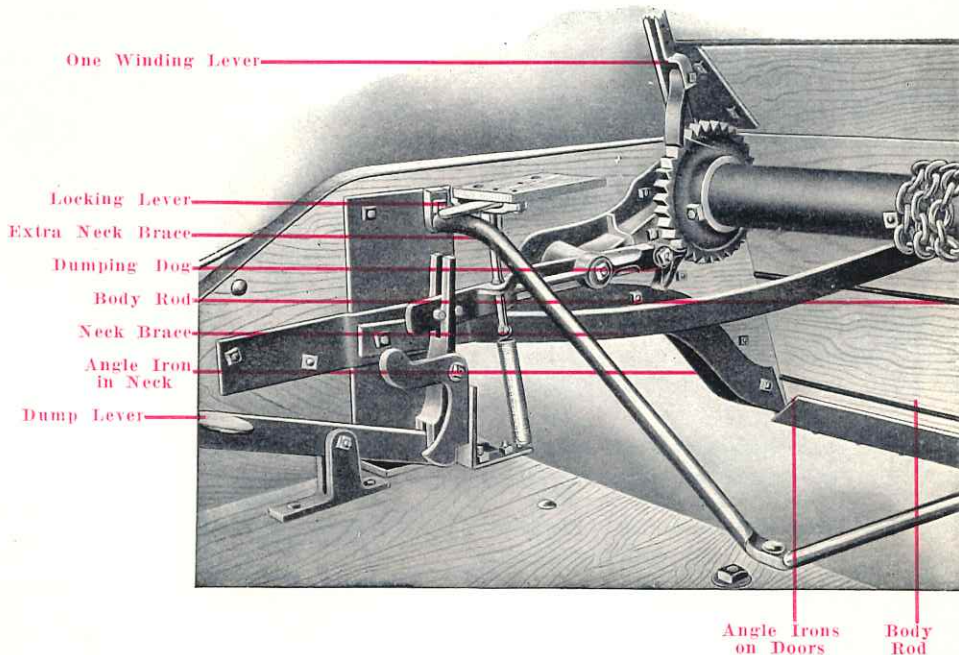
A Strong Neck Necessary

While the Rear End of a dump wagon must be strong, for it carries most of the load, yet the neck of the wagon must not only carry its part of the load, but pull it all.

The Neck of the Eagle Wagon is so made that it never fails in this holding up and this pulling process.

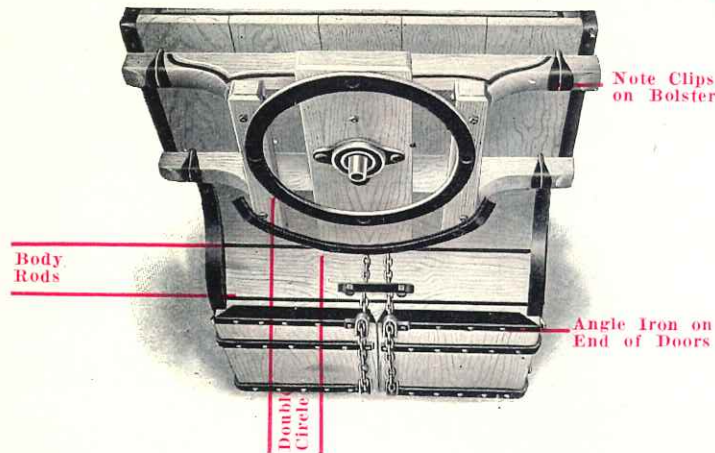
No other dumper has such construction to withstand this constant strain.

The picture above shows the wrought steel arch measuring 4 inches wide and $\frac{1}{8}$ inch thick spanning from the front bolster clear back to the first hinge on the body.



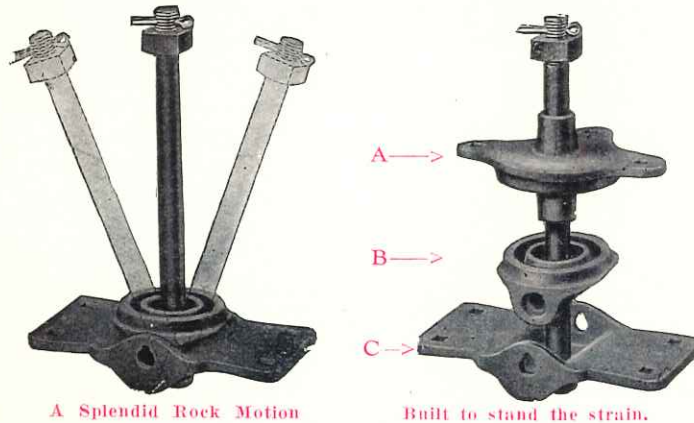


The Eagle King Bolt



nection that the replacement of these parts by wear is seldom necessary. Saving horses, saving wagon, saving money.

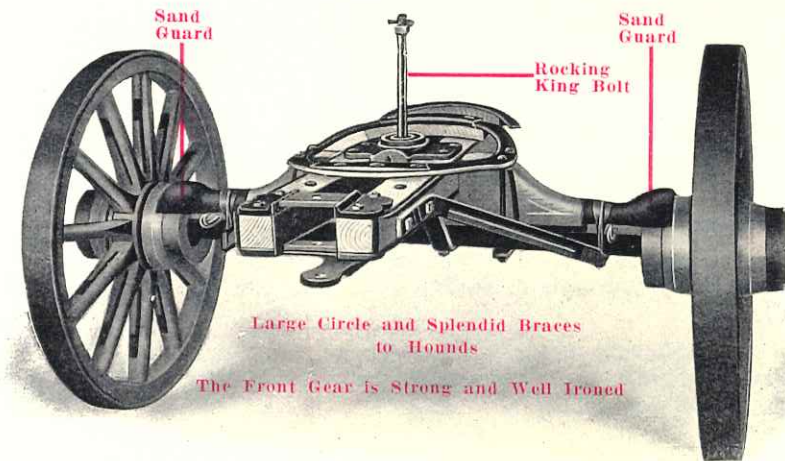
These features of the Rocking King Bolt escapes the purchaser's notice, but the user of the wagon soon notices the absence of the switching of the pole, the fretting of the team and the seldom need of "extras", for these important parts which connect the horses to the wagon.



A Dump Wagon is different in construction from any other wagon as it has no reach. It must be perfectly flexible at the front gear connection and the King Bolt must not only draw the load, but at the same time, it must furnish the flexibility.

The Eagle Patent Rocking King Bolt pulls without strain on gear or neck of the wagon, and with the rocking shaped bottom of the center plate (B) perfect flexibility is given, so much so as to relieve the jerking and whipping of the end of the pole when the wagon is moving over rough streets or uneven dumps, and all dumping grounds are uneven.

This center piece (B) relieves so much friction in the King Bolt con-



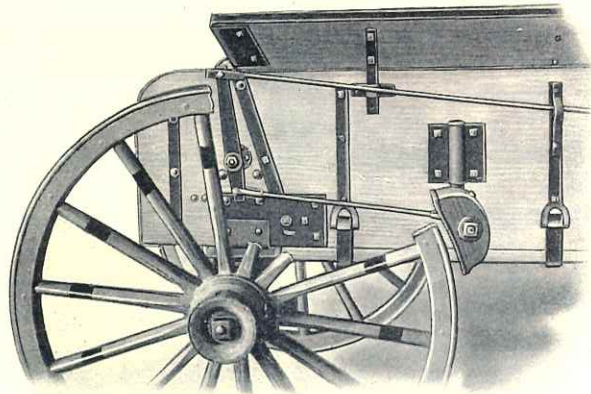
King Bolt Connections

"A," "B" and "C" all set closely together on the Patent King Bolt Connections of the Junior Eagle Dumper.

"A"—Fastens to the Body

"C"—Fastens to the Front Axle or Gear

"B"—Rocks between, stopping the Wear



A Brake with a Compound Leverage and never in the way of shoveler.

The Eagle Dump Wagon Brake

This brake is in a class by itself. It has no equal. It has a compound lever which means a powerful brake.

It is so fastened to the body of the wagon that it wears well and cannot shake loose, and it is out of the way.

Its construction is solid and compact, and is in marked contrast with the cheap brakes as put on most dump wagons.

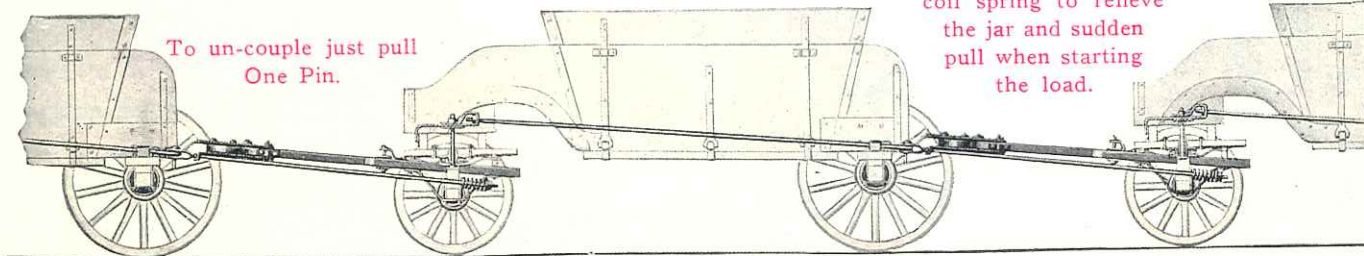
Eagle Wagons as Trailers

We have a large sale of regular Dump Wagons for Trailers. The idea of the Road Contractor or User being that he can use his wagons for all kinds of work such as grading or filling in, and when his road surface is ready, his wagons can be hooked together for getting stone out on his road, same being pulled by his road roller or engine.

The wagons work fine, always following the tractor completely. They dump or spread as desired.

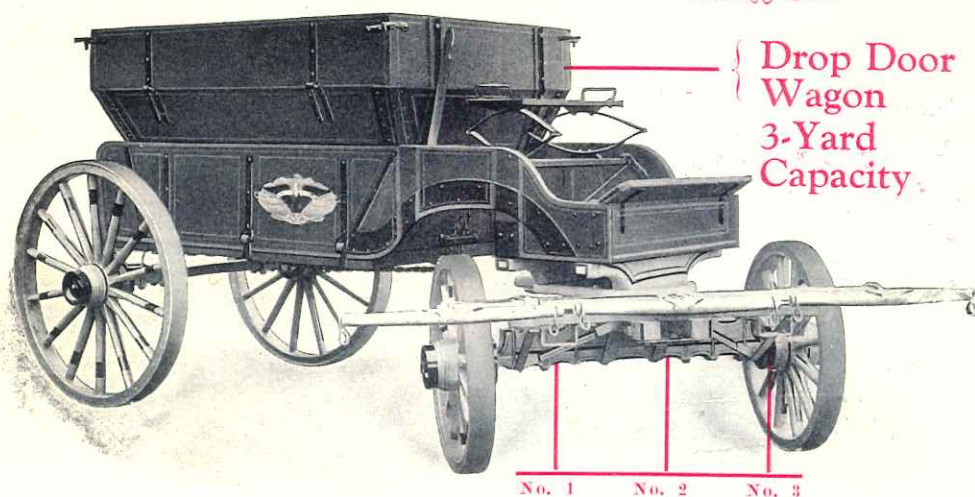
Some of the Special Features of Our Trailing Outfit Are:

That all pull is from the king bolt and none of it on the wagon bodies. That the hitch is very simple either in hooking up or unhooking the wagons. There are no trailing chains or rods under the doors to dump the load on.



To un-couple just pull One Pin.

Every Wagon has a coil spring to relieve the jar and sudden pull when starting the load.



Drop Door
Wagon
3-Yard
Capacity

We Make a Great Many Three-Horse Hitch Wagons

Used by Many Cities and Ash
Contractors

It is a little longer wheel base than our regular contractor's wagon, as these wagons usually carry at least three yards. They are provided, when wanted, with drop leaf on either side. This side board drops down from the upper yard box and makes the loading much easier, particularly where boxes, garbage cans and barrels are to be emptied into the wagon. The picture also shows our combination two and three-horse hitch.

For a regular two-horse team a single pole is used in the center, or at No. 2. When using three horses, pull the center pole out of No. 2 and place it in No. 1 and put an extra pole in No. 3. The outfit is complete for either team and is very satisfactory.

→ For the Regular 4 and 5 Yard Ash Wagon see Page 10 ←

Some Other Splendid Features of the Eagle Dump Wagon

A Neck Lined with Wrought Iron Outside, Inside and Underside.

Wearing parts throughout made largely of Wrought Iron instead of Malleable or Cast.

A patent Equalizing Device always bringing one door (it matters not which) up in advance of the other, permitting doors that lap and a bottom that will not leak.

An Eccentric on the rear, automatically adjusting the chain and preventing the doors from striking against the wheels when dumped.

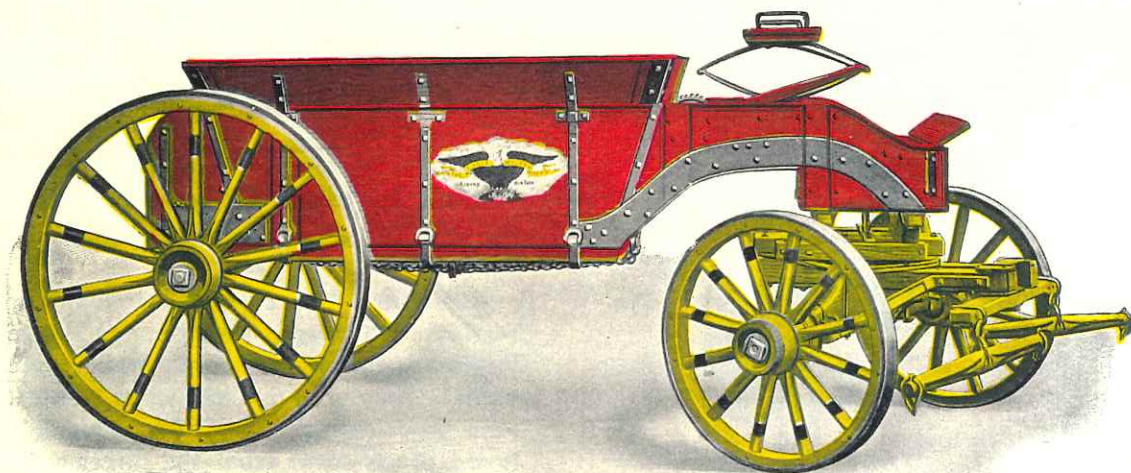
A Foot Dumping Device that is simple, effective and durable.

A Locking Device which prevents accidental dumping.

A record of over 20 years of experience and improvement, recognized today as having features superior to any others on the market.

A long list of satisfied Dealers, Contractors and Teamsters in all parts of the country where dump wagons are used.

A price not so low as some wagons can be bought for, but as low as is consistent with first-class material and workmanship throughout.



Short Wheelbase Capacity 1½ Yards

Axle: Steel with solid collars and 11 inch bearing in wheels.

Rear Axle: Arched 2¼ in. square.

Front Axle: 2⅞ in. square.

Distance from ground to bottom of arched axle, 29 inches.

Distance from ground to top of flare board, 1½ yd., 55½ in.

Two yard, 60½ in.

"HOW GOOD, NOT HOW CHEAP"

For twenty years **Quality** not Price, **How Good**, not how cheap, has been the motto in building Eagle Dump Wagons.

During this period, the hinges on the Eagle Wagon have been made of steel, the doors have always lapped in the center, and been protected at the ends with angle irons, these two features making a tight bottom. Eight Body Rods hold the sides firmly to the end boards, and an arched neck, supported with steel on the inside, outside and underside.

The Patent Equalizer on the rear of the body makes it possible to use **One** chain, **One** winding arbor, **One** ratchet wheel, **One** ratchet dog holding same, **One** locking device that prevents accidental dumping. These features, with the high arched rear axle, Rocking king bolt, Large sand guards, Steel wrapped corners of the top box, Foot board and Long hounds in the front axle; these, along with splendid material, carefully selected stock, and well seasoned lumber, all put together with painstaking workmen, make a Dump Wagon that has no equal in capacity for hard and long usage and the long bearing in the wheels running on a superior axle with an 11 inch arm furnishes a wagon of very easy draft.

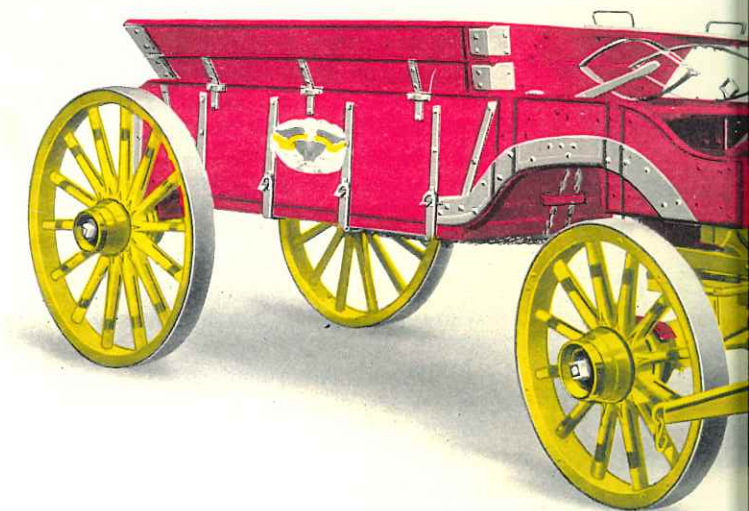
The Longer Wheelbase Eagle 115 Inches

Always equipped with High Arched Rear Axle and 11 inch bearings in wheels.

Distance from ground to top of 1½ yard, 55½ inches.

Distance from ground to top of 2 yard, 60½ inches.

This makes a splendid 3 yard Ash Wagon by adding an extra top box.



THE LONG COUPLED EAGLE

The wagon shown on this page is known as the Long Wheel Base Eagle water level. It can be furnished with a solid top box when wanted, and with No. 13. The two piece top as shown above is known as No. 14.

No. 15 is the same style wagon but has a solid flare like No. 13 and then in a straight top box, and with drop sides similar to the wagon shown on 3 yard capacity and makes a splendid ash wagon.

No. 16 is like No. 15 excepting it has rounding ends, front and rear, with end to end. This pole is needed when the wagons are covered with a canvas.

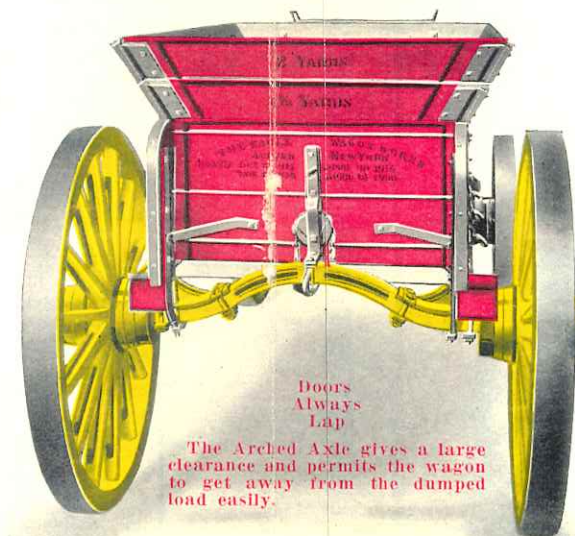
The 4 and 5 yard ash wagons are shown on the next page.

The wagons described above and those on the following pages are all equipped with chains, with or without spreader bars and Boston Backers, also with whifflet.

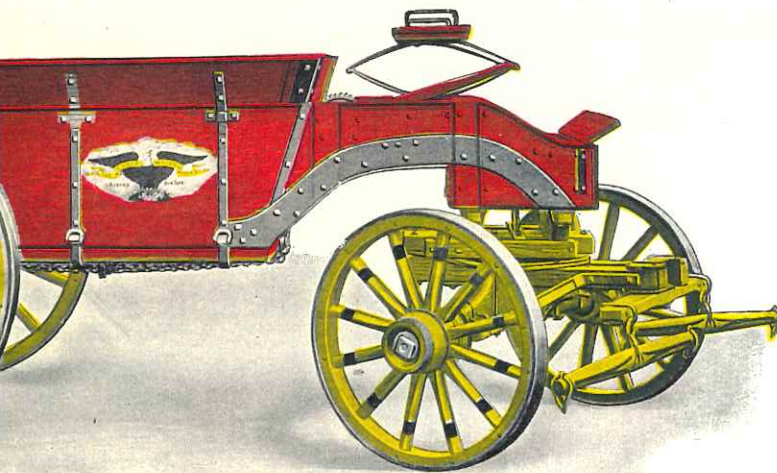
The wheel hubs are 9 x 13", axles 2⅞" front, 2¼" rear, and the rear wheels. All the bearings on the axles and in the wheels are 11" long and the tires are 3" wide.

Where 3" tires are wanted a reasonable reduction is made in the price. A reasonable charge is made for same. Steel lined doors can be furnished if desired and can be lined if so desired.

Extra heavy rear wheels with 10 x 13" hubs and 3" spokes can be furnished at extra cost. A seat for two persons can be furnished when wanted.



Doors
Always
Lap
The Arched Axle gives a large
clearance and permits the wagon
to get away from the dumped
load easily.



Short Wheelbase Capacity 1½ Yards

Axle: Steel with solid collars and 11 inch bearing in wheels.

Rear Axle: Arched 2¼ in. square.

Front Axle: 2½ in. square.

Distance from ground to bottom of arched axle, 29 inches.

Distance from ground to top of flare board, 1½ yd., 55½ in.

Two yard, 60½ in.

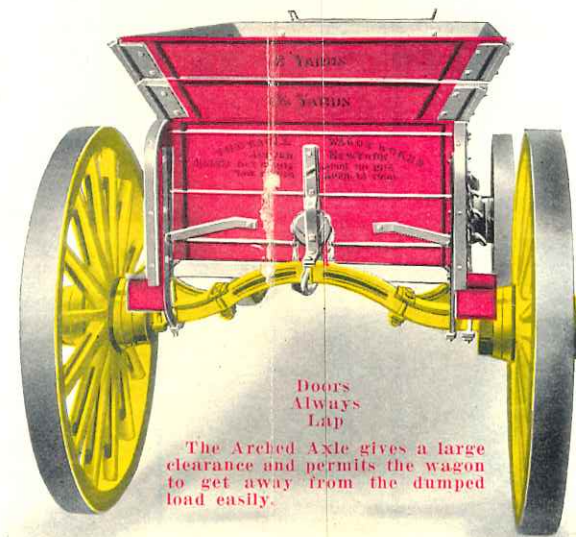
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Distance from ground to top of 1½ yard, 55½ inches.

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This makes a splendid 3 yard Ash Wagon by adding an extra top box.

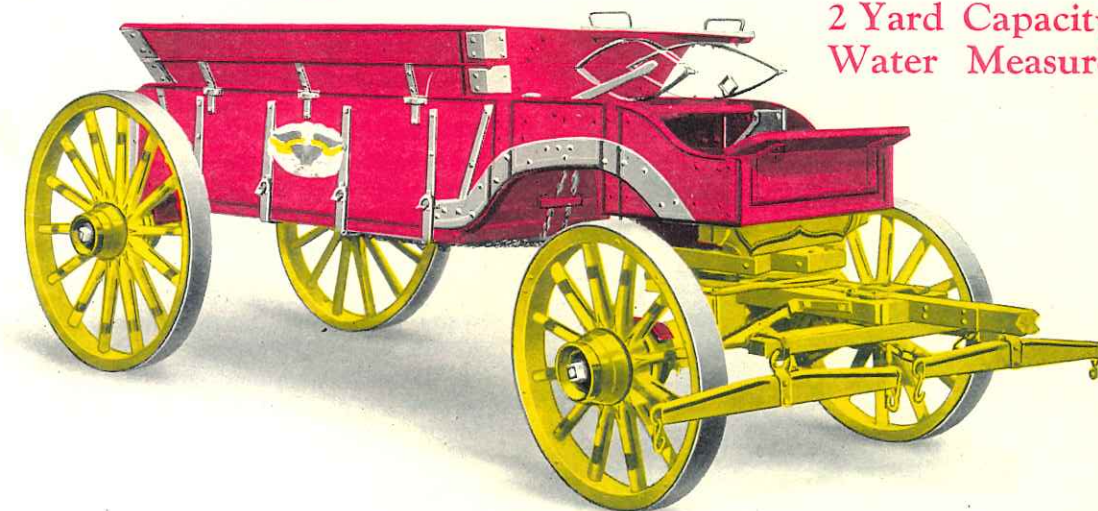


HOW GOOD, NOT HOW CHEAP"

Quality not Price, **How Good**, not how cheap, has been the motto in building Eagle

hinges on the Eagle Wagon have been made of steel, the doors have always been protected at the ends with angle irons, these two features making a tight hold the sides firmly to the end boards, and an arched neck, supported with steel and underside.

on the rear of the body makes it possible to use **One** chain, **One** winding arbor,atchet dog holding same, **One** locking device that prevents accidental dumping.igh arched rear axle, Rocking king bolt, Large sand guards, Steel wrapped flare board and Long hounds in the front axle; these, along with splendid machinery, and well seasoned lumber, all put together with painstaking workmen, has no equal in capacity for hard and long usage and the long bearing in the front axle with an 11 inch arm furnishes a wagon of very easy draft.



2 Yard Capacity Water Measure

THE LONG COUPLED EAGLE

The wagon shown on this page is known as the Long Wheel Base Eagle Dumper, 2 yard capacity, water level. It can be furnished with a solid top box when wanted, and when so equipped is known as No. 13. The two piece top as shown above is known as No. 14.

No. 15 is the same style wagon but has a solid flare like No. 13 and then there is added an **extra yard** in a straight top box, and with drop sides similar to the wagon shown on page 7. This wagon is of 3 yard capacity and makes a splendid ash wagon.

No. 16 is like No. 15 excepting it has rounding ends, front and rear, with a ridge pole running from end to end. This pole is needed when the wagons are covered with a canvas.

The 4 and 5 yard ash wagons are shown on the next page.

The wagons described above and those on the following pages are all equipped with neck yoke or pole chains, with or without spreader bars and Boston Backers, also with whiffletrees, wrench and seat.

The wheel hubs are 9 x 13", axles 2½" front, 2¼" rear, and the rear well arched to clear the load. All the bearings on the axles and in the wheels are 11" long and the tires are 3 x 5½" or 4 x 5½".

Where 3" tires are wanted a reasonable reduction is made in the price. If brakes are wanted, a reasonable charge is made for same. Steel lined doors can be furnished if desired. In fact the entire body can be lined if so desired.

Extra heavy rear wheels with 10 x 13" hubs and 3" spokes can be furnished at a very slight increase in cost. A seat for two persons can be furnished when wanted.



The Body of the Ash Wagon

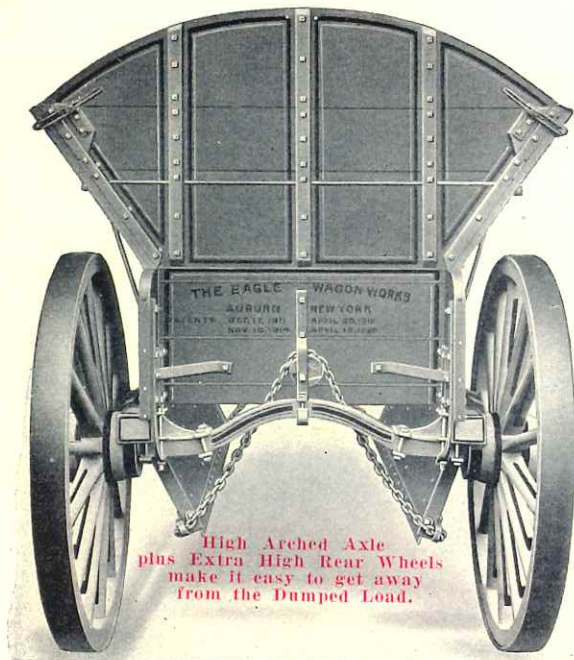
Like all Eagle Wagons, is tied firmly together with 8 body rods. The top box can be hinged or not according to the desire of the purchaser. They are also furnished with or without crowned ends and ridge pole for the canvas cover.

The Doors, like the rest of the body, are made of hardwood, protected at the ends with a lap angle $2\frac{3}{4} \times \frac{1}{4}$ inch, which stops all leaking of ashes of whatsoever kind. The hinges are steel on both body and doors.

The Seat can be equipped for carrying one or two men as desired, and the wheels are of standard type 3 ft. front, 4 ft. 6 in. rear, being extra high, and with a high arched rear axle makes a splendid clearance for a bulky load. The tires are furnished in two widths (3 or 4 in.), yet the wider tire for the large wagon is always recommended on account of soft dumps.

Where a large number of wagons are ordered by a municipality or contractor, the wagons are painted to meet the need, and every precaution is taken to merit the confidence of every purchaser.

The Pole Equipment can be as desired, neck yoke or pole chains and all wagons supplied with whiffletrees, stay chains and wrench.

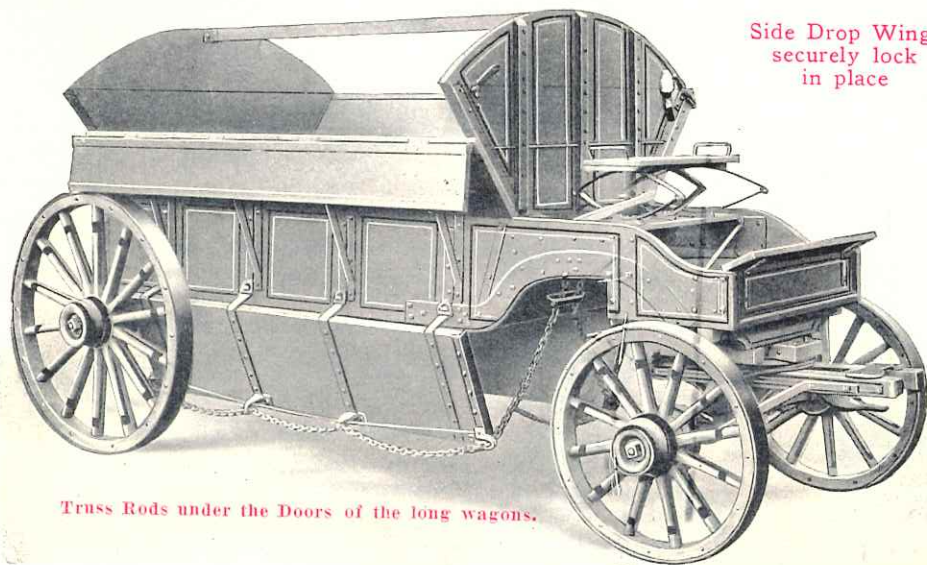


High Arched Axle
plus Extra High Rear Wheels
make it easy to get away
from the Dumped Load.

Standard Ash Wagons

4 and 5 Yard Capacity

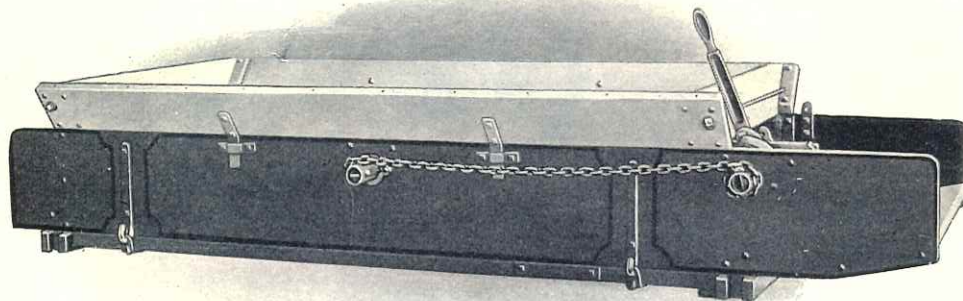
The body is built of thoroughly seasoned Birch, finished $1\frac{1}{2}$ in. thick, upper top box $1\frac{1}{4}$ in., all loading edges properly protected with $1\frac{1}{2} \times \frac{1}{4}$ in. steel angles. The cutunder at the neck, a very important feature on long coupled wagons, is supported with wrought iron inside, outside and underside, there being an angle on the inside of the neck $2 \times 2\frac{1}{2}$ in., which is bolted through the hardwood to an outside wrought piece $4 \times \frac{1}{2}$ in.



Truss Rods under the Doors of the long wagons.



The "No. 2" Eagle Dump Box for Farm Gears

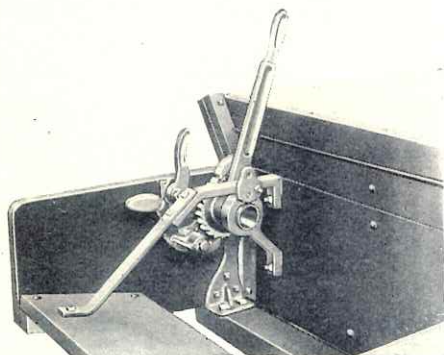


It sets low in the Stakes, making loading easy

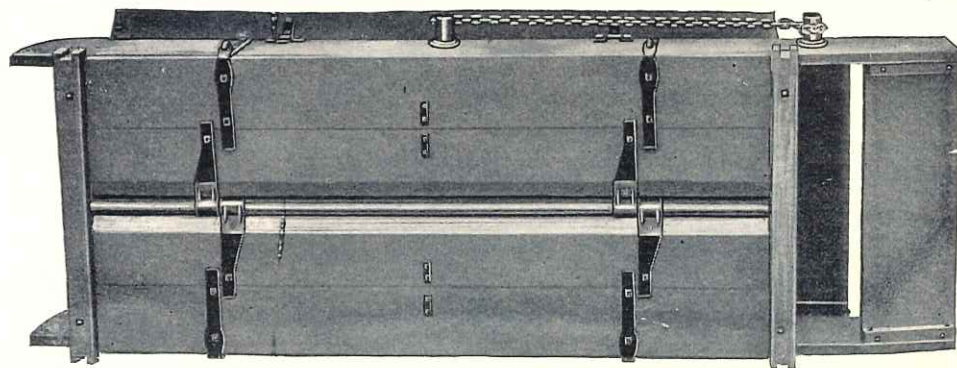
Is so made as to fit any ordinary farm wagon. The doors close together tightly, and the wagon reach is protected by the two center doors.

The Dump Box has bolster bar stakes spring seat, and a splendid dumping device, with lock to prevent accidental dumping.

These Dump Boxes are built in $1\frac{1}{2}$ and 2-yard capacities and will fit on any Wagon Gear 38 or 42 inches between Bolster Stakes.



Winding arbor and hand trip
These boxes are ALL furnished with spring seats.



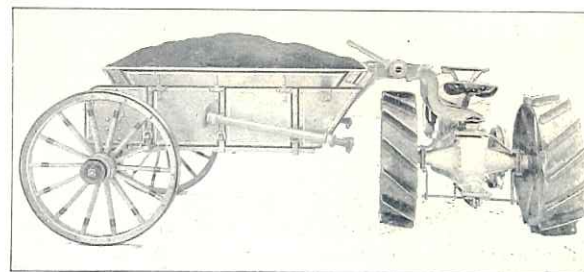
View of the bottom, showing 4 Doors.
The two center doors protect the reach.



The Eagle Semi Trailer

After elaborate experimenting and much expense the Eagle Dump Wagon with its splendid dumping device and lasting qualities has been fitted so that it can be attached to the Fordson Tractor.

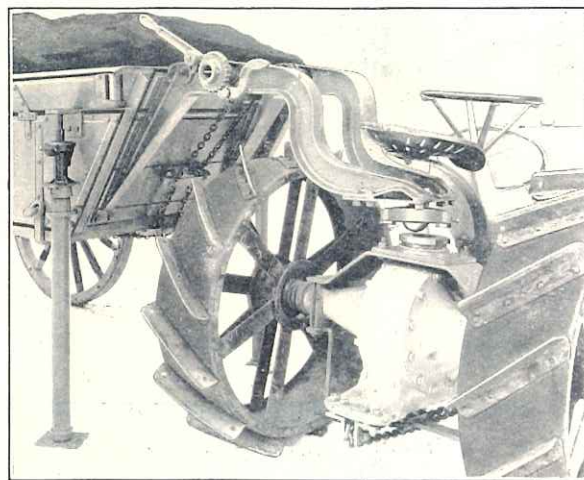
It has meant expense in these fittings, to secure a neck high enough and wide enough to clear the rear wheels of the tractor in turning short, but this has been accomplished, and the pulling attachment on the tractor has been so ingeniously arranged that the pull of the wagon from the tractor, takes hold at the rear axle rather than at the top of the gearhousing, which is the case in the construction of other devices somewhat similar to those provided on the Eagle.



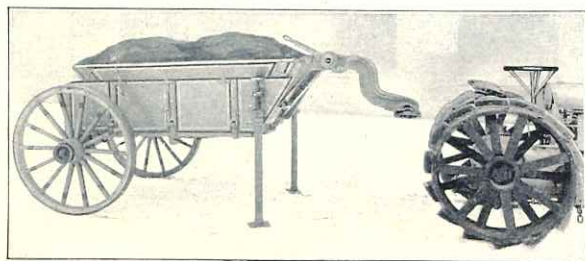
It turns short

The Steering Wheel

The steering wheel of the tractor has been so adjusted that it gives the driver plenty of room for operating the tractor, in fact it is a complete job that cannot help but please contractors or cities where this equipment can be used.

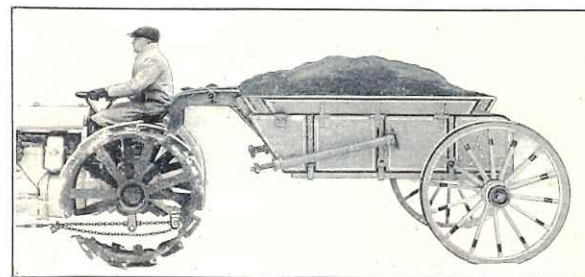


Can be uncoupled easily and quickly.



The two Feet hold it safely.

Two feet or jacks are neatly attached to the wagon, one on either side, and the uncoupling can be done without any difficulty.



The equalizing device helps traction.



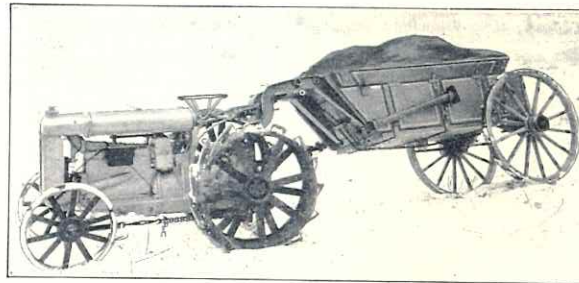
The Ball and Socket Joint

The ball and socket joint that connects the Fordson to the wagon as shown in the picture in the center of the opposite page, explains and illustrates splendidly why the Eagle device provides so much flexibility. The picture below shows the necessity of this flexibility for the loads drawn in Dump Wagons nearly always find their path over uneven dumps, and they have to have flexibility or they break.

This picture referred to shows the semi trailer on the

uneven dump with the left hind wheel of the tractor in a low depression, while the opposite wheel of the semi trailer is in a reverse position calling for an unusual flexibility.

The illustration in lower corner shows the 1½ yard wagon with just an ordinary stub pole, which is very inexpensive, and can be supplied easily. The coupling is quick and substantial, and is used by many large contractors and manufacturers in various parts of the country.



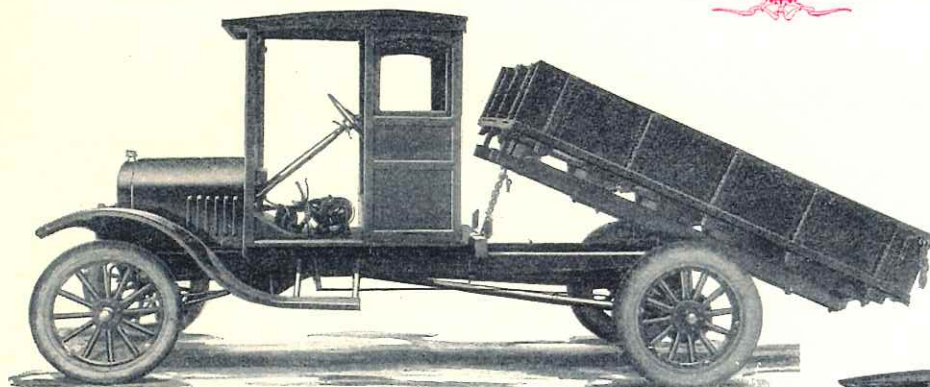
It has to Break if not Flexible.

Where owing to the growth of Cities, the City dump is moved out several miles, the regular Ash Wagon as shown on the opposite page with the semi trailer attachment hooked to a Fordson Tractor cannot help but appeal to the ash gatherer who has one of these long hauls.

The regular dump wagon behind the Fordson Tractor here shown is one of the many as used by the Ford Motor Company at their Detroit Plant and also at their other manufacturing units.



Eagle 1½ yd. capacity behind a Fordson



Cab No. 50—Body No. 71
The platform dump body equipped with box sides.

A Real All-Purpose Body

Operating along the same principles as The Eagle Express Dump this platform dump meets a long felt need for a general all service body. Equipped with box sides (removable) potatoes, corn (in the bulk) gravel, cinders, ashes, farm implements and in fact any bulky material can be carried and dumped or not, as desired.

For Marketing and General Trucking

Rack stakes may be used on this same dump platform—and when so used makes a very fine stake job with loading space of 5' x 8' with the added advantage of a dump.



Cab No. 50—Body No. 73
For Marketing and General Trucking

Ideal for the Farm

Whether the load is bulky (like the 12 bales of hay shown at the right, one ton), heavy farm machinery—Fordson tractors, etc., stumpage or potatoes, corn, crated fruit, crated garden truck, gravel, field stone, manure, logs, fencing, milk cans, all can be hauled—and the load dumped or not as desired.



Cab No. 52—Body No. 70



Used by Road Contractors and Town and County Highway Officials

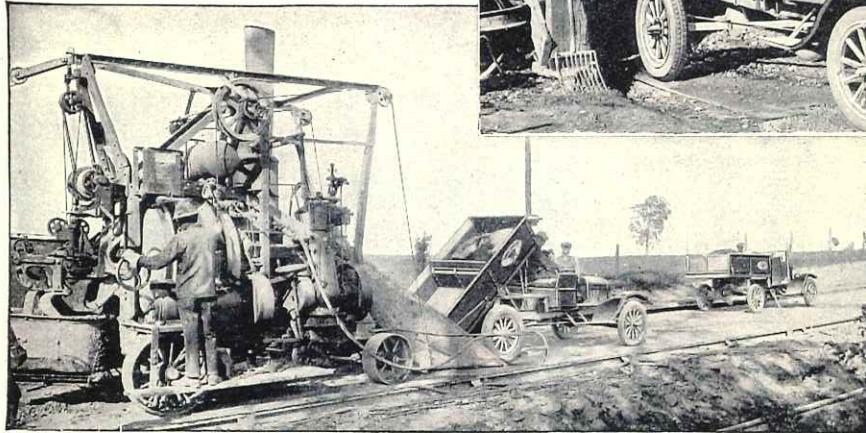
Building Concrete Road

The pictures on this page show the hard kind of work to which Eagle Bodies are adapted. First, the measure of crushed stone is received, then the sand (see right), then the cement, then the trip to the paver, turned around on the turntable (see below) and finally dumping half the load at a time into the receiving hopper.

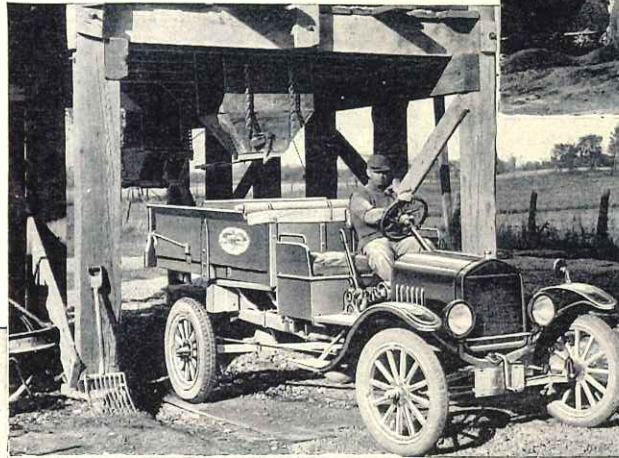
On this particular job 12 Eagle Universal Dump Model 62-A were used. Two half yard batches at a load.

As Used by Town and County Officials

1. Carrying men to and from the job—no quitting at 4 p. m. to get home before dark.



Ready to Discharge Batch No. 2. Another Truck Waiting.



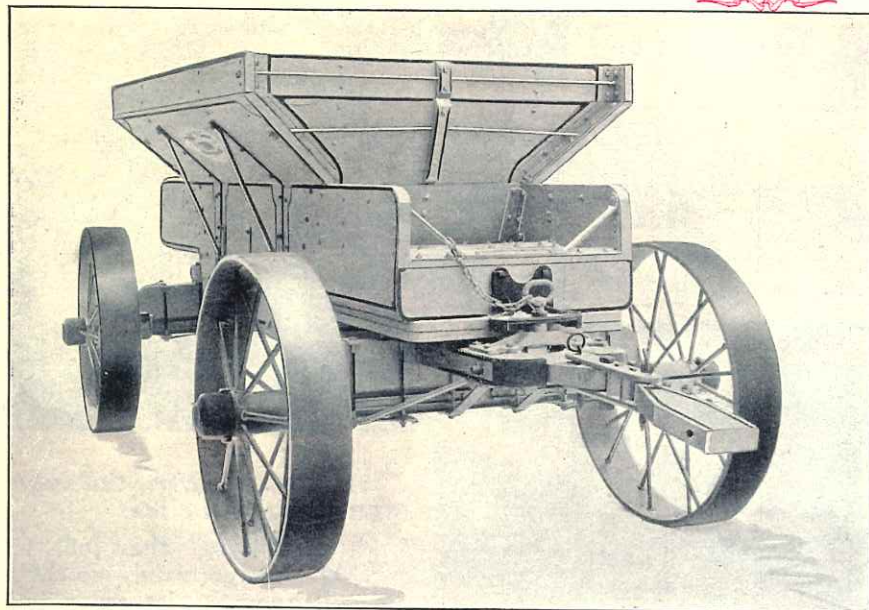
2. Carrying pipe, timber, culverts, etc., to the job.
3. Supplying the job with gravel, stone, or sand—no shoveling—it dumps and spreads.
4. Spreading crushed stone or gravel—any depth to six inches 45" wide.
5. Filling ruts in the road.
6. Supplying concrete mixer 1 or 2 batches at a load.
7. Supplying school houses with coal and wood in fall and winter months.

**It makes
an Economical
Outfit.**

The load can be dumped in 3 seconds or 3 minutes because of the foot brake control.

Can carry and dump one yard batch or two half yard batches.

Can be dumped in one pile or spread as desired. Operates from the seat.



Model D—Reversible Bottom Trailer

SPECIFICATIONS

BODY—2 inch hardwood reinforced in corners by angle irons.

WHEELS—Hot forged steel with drawn steel hubs, spokes dovetailed and upset in rims and hubs.

44 inches in dia., 6" or 8" tires $\frac{3}{4}$ thick. Equipped with hub caps.

AXLES—Steel "I" beam 4" x 3" reinforced with 2" steel channel. Two steel roller bearings 4" x $5\frac{1}{2}$ " on each spindle. Self-closing oil cups on hubs.

TRACK—65 inches.

WHEEL BASE—102 inches, length over all 12 feet, 10 inches.

CAPACITY—3 cubic yards or 4 cubic yards.

HEIGHT—From ground. 3 yard capacity, 6' 2". 4 yard capacity, 6' 10".

Intended for Big Jobs

Made to carry three or four yards of material these trailers in trains of three to six units behind a tractor pay for themselves in a short time—doing in a few weeks what formerly would have taken months to do under old methods. Furnished with six or eight inch tires. With their wide tires they greatly facilitate work by actually "rolling the road" every time they pass over it. This type is practical for Highway work—in fact any "big job" where a large amount of material is to be moved.



Model D's on Highway



Description of the Eagle Dump Wagon and Dump Box

BODY—Birch Sides, selected and seasoned hard. To protect the top against being cut with shovels, the edges of the body and top of the upper box are both banded with iron.

AXLES—Steel, $2\frac{1}{4} \times 2\frac{1}{4}$ inch square rear with 11-inch arm, solid collar. $2\frac{1}{8} \times 2\frac{1}{8}$ inch square front with 11-inch arm, solid collar.

WHEELS—All our own make. Front, 3 feet 1 inch. Rear, 4 feet 1 inch. Birch hub, regular 9 x 13-inch. White oak spokes and rims, "A" grade and rivet at each spoke.

TIRES—Steel, set with the latest improved methods. No charring of the rims, but we do heat the tire to get the last shrink from the cooling metal. 3 or 4-inch tires as wanted.

POLE—Furnished with whiffletrees on top or bottom of pole as desired, either neckyoke, chains, or chains and spreaders, as ordered. Either drop or stiff pole.

BOSTON BACKER—Extra.

SEAT—Spring.

WEIGHT of $1\frac{1}{2}$ -yard wagon about 2100 pounds.

TRACK—4 feet 6 inches center to center of tire, unless otherwise ordered.

HEIGHT—The $1\frac{1}{2}$ and 2-yard wagons range from 4 feet 8 inches to 5 feet 2 inches from ground to top of box.

We furnish at additional cost

Steel whiffletrees,

Steel lined doors,

Bodies lined with steel,

Bodies lined with asbestos and steel for Asphalt Wagons.

All wagons are furnished without brakes, unless they are asked for in the order. Our brake is a compound lever brake as shown in this catalogue on page 6.



QUALITY Rather than Price
HOW GOOD—Rather than How Cheap

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